

June Aug 71
SASMEE

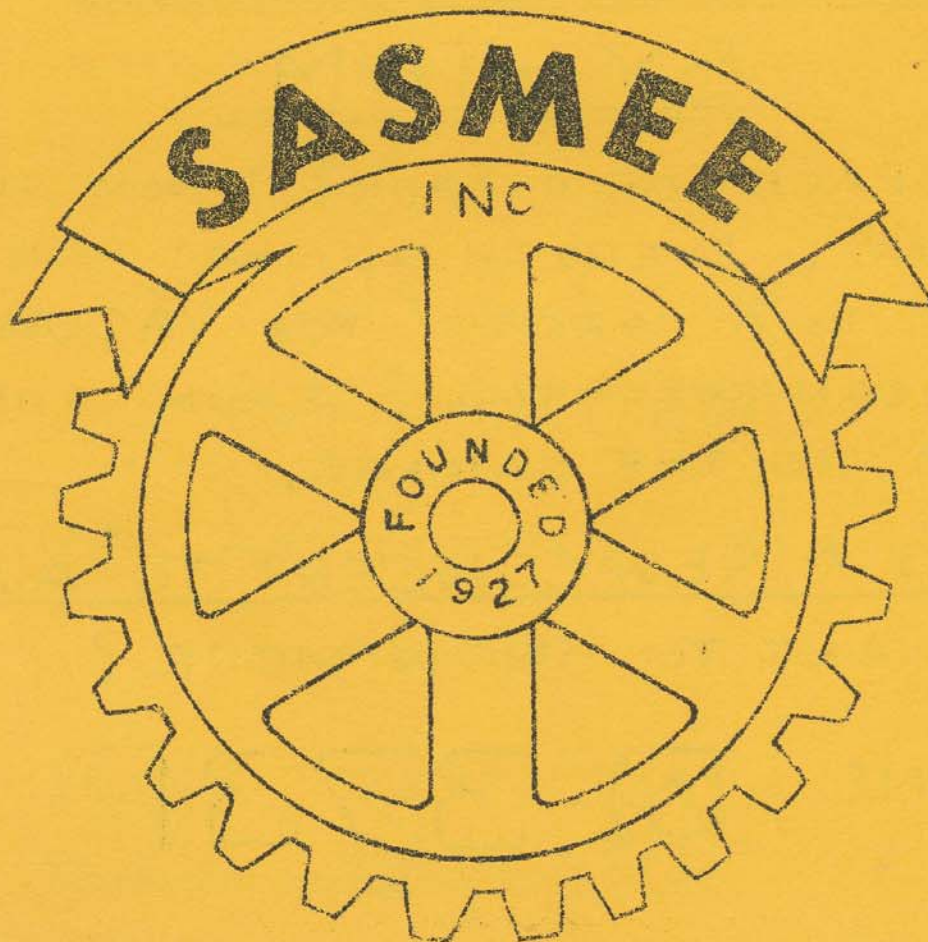
SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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BULLETIN

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EDITORIAL

Like a slowly turning wheel, the years roll by, each one bringing its quota of problems, new ideas, new friendships made, old members lost through time taking its toll. This is life and with the New Year of Club life stretching out before us, it is perhaps permissible to sit back and reflect for a minute or so on the past year's happenings.

Although nothing spectacular has arisen, quite a number of issues of varying importance have been voiced, some indeed which several years ago would not have been more than a passing thought. I refer to matters such as - ground level track, removal of the entrance gates, what to do with our wrought iron gate, Sunday Field Days, the suggestion to reconstruct, in part, the present elevated track similar in principle to the Moorabbin track, additional toilet facilities, removal of the present steaming up bay. Each of these matters require due consideration before accepting or rejecting. As with most of them the important factors of money and labour are involved. Our Society is run on democratic lines and therefore every member is entitled to voice an opinion as to what he thinks best.

Above all, the main consideration must be whether the Society will benefit by any specific change. It need not necessarily be of a monetary gain (provided no loss is incurred) but changes should be to the general satisfaction of all members. When all is said and done we are a body of men devoted to our hobby and the main idea of such a Society is to pool our various resources, time etc., for our mutual enjoyment.

The above thoughts are not written with the idea of discouraging any proposal, for I am just as great an advocate of advancement and new ideas as any of us, but to ensure that whatever we do, will be of the greatest benefit to your Society and ourselves.

The Annual election of Officers held on May 11th presented few surprises, the retirement from the Office of President of Tom England being the most unexpected one as we had looked forward to another year at least of his leadership. However, pressure of his business life was imposing too much on his time and was making it difficult to devote as much effort as he would have wished to Club affairs. Two new names now appear on the Committee, namely Dave Worrell and Bob Smythe. Paul Griscti now takes over the Presidency and there are only a few minor changes in other offices. A full report will appear further on.

One of the highlights of the meeting was the election of Harry Pearce to that of Honorary Life Member. Harry has been one of the stalwarts at the Society, practically from its beginning and has seen it grow from a handful of devotees to its present flourishing state. He has been an ardent modeller from an early age and the Society owes him a debt for the time and effort he has put into it. Further over Harry gives you his impressions gathered over his many years as a member.

A number of members and their wives travelled to Moorabbin for the Steam Convention held over Easter and all are full of praise for what has been accomplished since our last visit three years ago. A full report appears in this issue.

Now that we are well launched into our New Year it is interesting to speculate what will arise to confront our Committee, decisions to be made, new locos making their appearance and also, we hope, new boats and members devoted to this aspect of modelling and an increase in Membership. All these and other matters are fruitful sources of speculation and all in all should make 1971-72 very interesting. May I wish you all happy modelling and best wishes for the best hobby of all.

Annual Subscriptions are now due

Clary Burden
Hon. Secretary

QUARTERLY AGENDA

GENERAL MEETINGS: 2nd Tuesday each month at 8.00 p.m.
1971

8TH JUNE Paul Griscti will speak on the construction and problems connected with modelling a traction engine.

13TH JULY Film Evening

10TH AUGUST Annual show of work

INTERMEDIATE MEETINGS (Informal) 4th Tuesday each month at 8.00 p.m., June 22nd, July 27th, August 24th.

COMMITTEE MEETINGS 1st Tuesday each month at 8.00 p.m.
June 1st, July 6th, August 3rd.

WORKING BEES 1st Saturday each month at 2 p.m.
June 5th, July 3rd, August 7th.

PUBLIC FIELD DAYS 3rd Saturday each month at 2 p.m.
June 19th, July 17th, August 21st.

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B. HOMAN	D. WHITE	D. ALLEN

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<u>MAY</u>	22nd	I. CLARK	<u>JULY</u>	24th	I. CLARK
	29th	R. SMYTH		31st	R. SMYTH
<u>JUNE</u>	5th	T. ENGLAND	<u>AUGUST</u>	7th	T. ENGLAND
	12th	P. GRISCTI		14th	P. GRISCTI
	19th	J. WELCH		21st	J. WELCH
	26th	D. IRVING		28th	D. IRVING
<u>JULY</u>	3rd	J. WAKEFIELD	<u>SEPTEMBER</u>	4th	J. WAKEFIELD
	10th	N. KERNICK		11th	N. KERNICK
	17th	D. WORRELL		18th	D. WORRELL

ROSTER FOR ASSISTING ON FIELD DAYS

<u>JUNE</u>	<u>JULY</u>	<u>AUGUST</u>
M.R.L. McLeod	W. Kloeden	S. Faccenda

COMING EVENTS:

It has been suggested that we make a 25th party on the Field Day of August 21st. A large display of models could be arranged, particularly of those built many years ago and now probably occupying an attic or shelf in somebodys home.

At time of writing I have not received an invitation for the Society to stage a display at the Royal Show, but it would be a good idea to keep the possibility in mind.

Arrangements for accommodation at Whyalla over the Labor Day Long weekend are well in hand and for particulars for same please see John Welch.

S.A.S.M.E.E. NEWS:

Alan Frankham recently visited Bert Wood of Croydon. Bert is an old member of the Society, and some time ago was made an Honorary member. He recently reached the grand age of 84 years and still spends several hours daily in his workshop. We all send you a big cheerio Bert and hope that you will enjoy many more years of modelling.

Ian Somerville of Sydney paid us a brief visit at the May meeting and spoke briefly on points touching on ground level tracks

The purchase of a number of books allied to modelling recently will prove an attractive addition to our Library. A small fee to borrow same will be paid in order that their cost and possible replacement will be covered in 2 years or so. Members are invited to make full use of this service.

The Field Day to aid St. Johns Ambulance held on March 27th proved rather disappointing from the gate taking point of view. This has been attributed to lack of advertising. However the members participating had a good run with light loads and the general atmosphere was more of an off Saturday run.

Thanks are due to Paul for the construction of a coal bin to handle the now available "char" which is proving very popular with the drivers.

An idea brought back from Moorabbin is the use of Methylated spirits, instead of kerosene to light up the fire. It leaves no sooty deposit in the fire tubes like kero will. The soot tends to collect ash and dust and promotes poor steaming. A word of warning on its use - the flame is practically colorless and ones hands can be burnt if over generous in its use. Also keep the container well away from fire box as an explosion could result.

The recent Sunday Field Day attendance exceeded our wildest expectations. A fine afternoon followed a dreary wet morning and most of us who attended expected to be back home practically before we started. Just after 2 p.m. the public started to roll in and Len was flat out taking the customers' money. The gate was a record and the canteen was sold out. A fine photograph of Alec Bradley's 'Caribou' in the Advertiser plus some other judicious advertising informed the patrons of the run and down they came in their hundreds. Fortunately we had sufficient locos to handle the crowd. Apparently many people with young families are looking for Sunday afternoon entertainment, as against Saturday afternoon when there are other distractions. The result bears out the old saying - 'it pays to advertise'.

Member's attention is drawn to the Annual Show of work to be held at the August General Meeting. Do not hesitate to bring along whatever you are constructing whether it be a completed model or simply bits and pieces of something just started.

A discussion was held at the May General Meeting on the ever popular topic "ground level track". Several good suggestions were made so that members could see exactly where it would be laid, by means of pegged lines. Also it was decided to rope off the pathway leading to the station in order to determine the possibility of congestion on a Field Day.

One of the highlights of recent track days has been the appearance of several new 5" gauge locos. Alec Bradley's 'Caribou', John Welch's 'Jubilee', Dave Worrells 'Netta' and last and by no means least Morrie Turner's 523. Here we have four really magnificent models beautifully detailed and all with a first class performance. They will make an extremely useful addition to our fleet (is that the correct word) of passenger hauling engines. While we have such men as these with their love of the iron horse, loco modelling will never die out.

It is with regret that I record the recent passing of Member J.S. Walker. Mr. Walker I understand was, until his retirement, Director of Education. His duties did not permit of participating in Club affairs but on the conclusion of a world tour he did intend to join in our activities. However death intervened and we can only mourn his passing.

We extend our sympathies to his family.

Our sympathies are also directed to John Wakefield who recently lost his mother.

WELCOME TO NEW MEMBERS:

A warm welcome is extended to new members E. Hunt, David Searle and Robert Baker, all of whom are interested in Live Steam Locos. David, I understand, is currently building a 3½" Juliet. We trust that you will join in with us in all of our Club activities.

THE ANNUAL ELECTION OF OFFICERS HELD MAY 11TH.

With the conclusion of general business the Treasurer and Secretary's reports were read and received and Mr. Horrie Guignon was invited to take the chair and conduct the election. Owing to Tom England having to decline nomination for the Presidency, a ballot was held resulting in Paul Griscti being elected as President for the coming year. Owing to Paul having been a Vice President a vacancy was then caused. John Wakefield agreed to fill same and he and Norm Kernick are now our Vice Presidents.

Tom now becomes our immediate past President. The next four offices, namely Secretary, Minutes Secretary, Treasurer and Assistant Treasurer remain as before. The General Committee now consists of I. Clark, D. Worrell, J. Welch, and R. Smyth.

We welcome the two new Committee members and feel sure that their efforts will be directed along avenues that will ensure the smooth running of the Society's affairs. Coming to the Loco track Supervisors, Messrs. Dean Schluter and Denis Irving replace Paul Griscti and Doug Iliff (now resigned from Society) and with Bob Brown will now supervise the handling of passengers and control locos. The Boiler Safety Committee remains as before except that Horrie Guignon replaces Arthur Symes. All of these members possess the necessary knowledge required for the safe working of Steam pressure vessels. There are now changes in the remainder of offices and members can rest assured that the Club's best interests will be capably handled by those men you have voted to the respective offices.

I notice in the latest copy of S.L.S.L.S. News Sheet that it has been decided to hold the 1972 Easter Convention at the Illawarra Live Steamers grounds at Wollongong.

HARRY PEARCE ELECTED TO AN HONORARY LIFE MEMBER GIVES HIS
IMPRESSIONS OF SOME OF THE EARLY DAYS OF S.A.S.M.E.E.

During a long telephone conversation with Harry he told me of the early struggles of the Society, both in money matters and obtaining materials for a Club House etc. He joined the Society in 1928 just one year after its inception, at which time there were about 24 members. Very few of these remain now. Meetings were held sometimes at members homes or anywhere accommodation could be found. Harry relates, that in order to raise funds one shilling per head was charged for supper, also the wives knitted jumpers, made hats, held raffles, members made small stationary engines and raffled same. He mentioned the names of some of the pioneer members, Claude Miller, Vic. Messer, Fred Crooks and Bright who all played a leading part in the Society's growth. At Harry's suggestion, some time in the 1940 era the S.A.R. granted the lease of the present grounds and a club house, consisting of 3 army huts was erected about where the turntable is sited. Later the present building was prefabricated by Horry Guignion's Uncle, taken in pieces and re-assembled on the present site. Owing to the shortages of roofing iron a fowl house was purchased and this is now our present roof. The first meeting was held on a dirt floor, the lighting consisting of 2/12v batteries wired to a 24v Globe. He said that the operation of erecting the building commenced at 8 a.m. and was completed by 11 a.m. - 40 members were involved.

The only loco tracks prior to these events were Vic Messer's 30 feet up and down and Mr. Brights similar. With the acquisition of the present site, the pond was dug and the oval shaped loco track was constructed. This sufficed until the early sixties when the present set-up was planned and put into operation.

He has seen the Club come a long way since those early days. The speed car track has come and gone owing to lack of interest in it. Some years ago, Mr. J. Golding, now C.M.E. of S.A.R. presented several photographs, one showing a dog chasing a train. Harry says that Club life has been a great experience, whereby he has gained much knowledge and made many friends. He first started modelling when he was 18 years of age and commenced with a 2" gauge loco. He commenced work with the S.A.R. in 1916 and spent 49 years there, being connected with train lighting and air conditioning.

The following is a list of models he has constructed over the years :

Showmans Engine - a truly magnificent piece of work

3 - 2" gauge electric locos

3 - Stationary steam engines

2 1/2" gauge 2-8-0 Great Western Loco

3 1/2" gauge Juliet

5" King - another fine piece of modelling

He has won at various Royal Shows :

1 bronze, 3 silver, 2 gold medals.

Our thanks are due to Harry and other long term members for what they have done for the Society over the years and made it what it is today.

THE EASTER CONVENTION HELD AT MOORABBIN:

Favoured by glorious Indian Summer weather the Steam Locomotive Society of Victoria held the 15th Annual Convention of Australian Live Steam and Model Engineering at their grounds at Moorabbin, Victoria over the Easter period.

Arriving in Melbourne on Thursday afternoon after an uneventful run we met our Hosts Mr. & Mrs. Berriman and on Friday morning drove down to the track and were warmly greeted by Alan Berriman and Ron Cheverly who manned the gate for most of the entire weekend. We signed the visitors book and were presented with a lapel ribbon very nicely printed, to be worn as a means of identifying each other. On reaching the steam bay, the eye catching picture of dozens of beautifully appointed engines met the eye. Here we met old friends and were introduced to those we had not met before. Taking a look around the area, one was deeply impressed by the result of three years improvements, our last visit being Easter 1968. The signal box or control tower presented a busy scene and one could not help being impressed by the complex electrical equipment by which running was controlled. The steam bay turntable attracted my attention and it was fascinating to watch its operation. Locos could be moved from point to point in a matter of seconds.

The grounds presented an attractive picture as a large amount of landscaping and planting of trees and shrubs had been carried out. Returning to the steam bay, I raised steam after checking with the Roster, and just before the hour, moved out on to the 'on' traverser; then was quickly guided on to the main track. Here in company with seven or eight other drivers we drove for an hour or so on a really splendid track. Speed could be safely indulged in, the signal set-up controlling ones progress in perfect safety.

Under similar conditions most of the weekend was spent this way. We were provided with morning tea, lunch, afternoon tea and the evening meal for most of the 4 days. This feature of the Convention was really excellent and one cannot speak too highly of our hosts' efforts in this direction. Without the

assistance of the ladies this would no doubt have presented a big problem, but due to their efforts everything went along smoothly and one is full of praise for the women folk.

Several evenings were occupied with film shows and on Sunday morning the Boiler Safety Code Meeting was held, attended by delegates from the various clubs. On Sunday afternoon we were given the choice of a bus trip or a ride on 'Puffing Billy', and also other attractive tours. These were greatly enjoyed and appreciated by those who participated and we wish to thank the Steam Locomotive Society for arranging same. One was impressed by the friendly atmosphere met with on every hand, but that has always been a feature at these affairs and is always met with among Model Engineers. The common interest levels all barriers and one never needs to be lonely.

The high degree of workmanship of the 50 or 60 locos gathered there makes it well nigh impossible to point to any particular one, there being such a variety, ranging from a 'Tich' to a huge 'Mallet'. No doubt in each proud builder's eye his own was a winner and we will let it rest at that.

Night running proved very popular with many drivers and their progress could be observed by the sparks flying upwards as the regulator was opened wider for more power.

All good things must eventually come to an end and it was with genuine regret that we said goodbye and many thanks for a wonderful weekend. Amidst many expressions of 'see you at the Convention' we took our departure and headed for home.

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Boiler Attendants
Boiler Safety Committee

Sub.Committee - Programme
 - Canteen

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